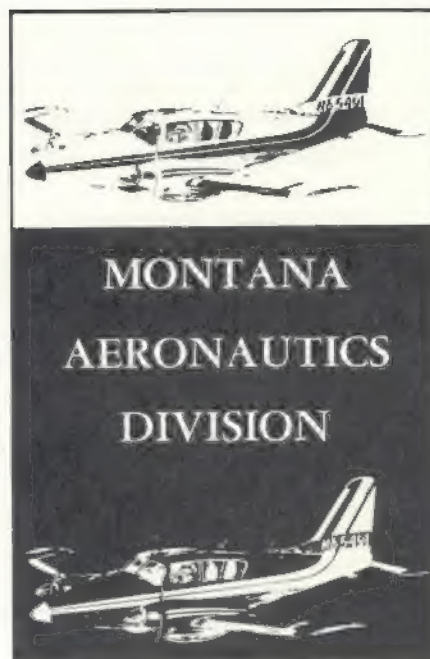




**PRESIDENT GERALD FORD GREETING PEOPLE AT YELLOWSTONE AIRPORT, AUGUST 29.**



## MONTANA AERONAUTICS DIVISION

Vol. 27—No. 9

September, 1976

### NEW ADDRESS

PLEASE NOTE EFFECTIVE OCTOBER 1, 1976 OUR BOX NUMBER WILL BE CHANGED TO P. O. BOX 5178.

### AVIATION LITIGATION

"The General Practitioner in Aviation Litigation" will be the subject of a weekend aviation law seminar set for October 1, 2 and 3, 1976 at the Polyne-sian Hotel, Ocean Shores, Washington.

This working seminar is open to attorneys and other persons interested in aviation law. Sponsored jointly by the Aviation and Space Law Section of the Seattle-King County Bar Association and the Northwest Region of the Federal Aviation Administration, this is the fourth annual aviation law seminar so sponsored.

Among the invited speakers are Roy McPherson, Boeing Test Pilot of the YC-14, and Bert Goodwin, Chief Counsel, Federal Aviation Administration Headquarters in Washington.

Seminar plans are being coordinated for the bar association by Robert Berst, Seattle attorney and chairman of the Aviation and Space Law Section. Inquiries concerning the event may be directed to him at 1518 IBM Bldg., Seattle, WA 98101; telephone (206) 624-4220.

### FIRST FEMALE AIRLINE CAPTAIN

Emily Howell, flying for Frontier Airlines, has become the nation's first woman airline pilot. After three years and five months as First Officer, she received her four stripes and is now flying de Havilland Twin Otters out of Denver.

### NEW DEADLINE DATE

Due to a new printing schedule, the deadline date for submission of items to this publication is now the 5th of the month in which the material is to be published.



**Ted and Connie (Jensen) Mathis cutting their wedding cake, August 14, Great Falls.**



### YELLOWSTONE AIR SERVICE NEW FACILITIES

By: **MIKE FERGUSON**

This friendly fixed base operation at Big Timber, with a branch at Livingston, is run by Bill Ferguson, President; and his sons, Russell, Vice President; and Justin, Secretary-Treasurer.

Service provided include 80/87 and 100/130 fuel, crop spraying, air taxi, primary flight school, predatory control, game survey, maintenance and rental aircraft at the Big Timber operation. There is transportation available to town.

Bill Ferguson received his private pilot's license in 1946 in Hysham from Hoyt DeMeres who is now in Missoula. Bill's ratings include commercial, MEL,

(Continued on Page 3)



**DEPARTMENT OF  
COMMUNITY AFFAIRS**

**Thomas L. Judge, Governor  
Judith H. Carlson, Director  
Martin T. Mangan, Deputy Director**

**Official Monthly Publication  
of the**

**AERONAUTICS DIVISION**

**Phone 449-2506**

**Box 5178**

**Helena, Montana 59601**

**Michael D. Ferguson  
Administrator**

**Board of Aeronautics**

**Richard O'Brien, Chairman  
Thomas F. Kiely, Vice-Chairman  
Tom Burris, Member  
William A. Merrick, Member  
Leo Collar, Member  
Bruce Vanica, Member  
A. J. Patenaude, Member**



**MONTANA AND THE SKY** is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at Helena, Montana 59601

Subscription \$1.50 per year.

Edited by: Bernice M. Peacock

THURBER'S HELENA

**STATEMENT OF OWNERSHIP  
MANAGEMENT AND CIRCULATION**

(Section 4369, Title 39, U.S. Code)

Date of Filing: September, 1976.

Monthly publication.

Title: "Montana and the Sky".

Publisher and Owner: Department of Community Affairs,  
Aeronautics Division, Helena City/County Airport, Box  
5178, Helena, Montana 59601.

Editor: Bernice M. Peacock.

Circulation: 2,500 average copies per month.

**PILOT AIDS**

Montana Aeronautical Chart.. \$2.00

Montana Airport Directory:

Loose leaf binder..... \$1.00

Insert..... \$1.00

Subscription—

Monthly Newsletter..... \$1.50

**Administrator's  
Column**



I attended the Big Sky Airport Fly-in and Buffalo Barbeque at Ennis, Montana, on July 25. The Montana Flying Farmers flew in for the occasion and enjoyed the hospitality of the Mallases and the Kaufmans.

Everyone enjoyed the beautiful weather, skydiving events, glider flying, helicopter rides, spot landing contests, flour bombings, not to mention the delicious buffalo barbeque, the rock band and new aircraft display.

I was a guest at the Cut Bank Chamber of Commerce noon luncheon meeting on August 24 where I spoke on the Aerospace Corporation's commuter airline feasibility study which was completed in March for the Old West Region Commission. The consensus of the Cut Bank Chamber of Commerce appears to be in disagreement with the consultant in choosing Shelby over Cut Bank as a more logical service point in their area of the state. Although they did not disagree with serving Shelby, they felt Cut Bank should be included on a two-stop commuter system.

I then traveled to Shelby and met with their Chamber of Commerce regarding the same subject matter and satisfied some concern over Cut Bank's opposition to the Shelby service selection.

I then explained the Old West Region's progress regarding funding possibilities to subsidize such a network to both communities and suggested that if they have any recommendations regarding the feasibility study, that they should express their views to the Montana Aeronautics Board.

Dave Kneedler and I attended the International Northwest Aviation Council meetings held in Edmonton August 26 and 27. Many of the problems facing the aviation industry are common between both countries and I'm sure we all benefited from a valuable exchange of information.

Representatives from the Northwest Territories, British Columbia, Alberta, Manitoba, Washington, Oregon, Idaho, Utah, Colorado and Montana, in addition to many airport consulting and engineering firms were present. The main theme of the convention was aviation education and the U.S. FAA from Denver, Colorado and Washington, D.C., along with the Canadian Department of Transportation, Pacific Western Airlines and Canada Air presented excellent programs.

Mary Jo (Janey) Oliver presented one of the FAA programs. Many of you probably remember Mary Jo as she formerly was the Aviation Education Supervisor for the Aeronautics Commission and is now assistant to Dr. Mervin Strickler, Chief, Aviation Education Programs Division, Office of General Aviation in Washington, D.C.

A meeting was held between the Aeronautics Board and West Yellowstone area citizens at Yellowstone Airport September 8 regarding a proposed year round operation feasibility study. The consensus was that the West Yellowstone people feel winter operation of this airport is desirable and that local funding could be provided for the sponsor's share if such a study is eligible under the new ADAP bill recently passed and signed into law by President Ford.

The Aeronautics Board requested that the Aeronautics Division meet with the FAA regarding this matter and report to the Board at their upcoming meeting on September 24.



Marine VH-3 Sikorski helicopter used to transport the presidential party during their visit to Yellowstone Airport and the Park, August 29.





Part of the waiting crowd at Yellowstone Airport August 29 anticipating the arrival of President Ford.

## PRESIDENTIAL VISIT TO YELLOWSTONE AIRPORT

By: TED MATHIS,  
Airport Manager

Did you ever wonder what it takes to get a president on the ground and off again? Well, here is some idea of what went on at the Yellowstone Airport before, during and after his visit of August 29, 1976.

### Tuesday, August 24

On this date I received a call from the Pentagon advising that the President was to visit here on Sunday and that an Air Force DC-9 would arrive today with an advance party. This aircraft landed at 1230. The afternoon was taken up with a meeting with the Air Force regarding airport procedures required for the visit.

### Wednesday, August 25

This date I met with White House Communications personnel regarding their setting up radios and telephone communications on the field. Their crews set up in the fire station. At about 1430 a Lockheed C-141 landed with secret service and support equipment. The Marines then posted guards around their equipment.

### Thursday, August 26

Lockheed C-141 departed at about 0930. At 1300 a meeting of local law enforcement people was held in the fire station to set up security for the visit. The telephone company flew in three plane loads of microwave gear and began setting up for extra phone service to the airport.

### Friday, August 27

All required airport personnel met at 0900 regarding respective duties and tentative schedule. The telephone

company put in an island of extra pay phones in the terminal lobby and buried 40 extra pairs of cables to increase phone service. That afternoon CFR and ambulance crews were established for the Sunday visit. At 1730 three large VH-3 Marine helicopters arrived from Virginia and set up their operations base at the Interagency Jump Center.

### Saturday, August 28

At 1030 an Air Force C-141 landed with more support equipment and the Air Force set up their operations. At 1300 a Convair landed with extra Park and Forest Service personnel. A meeting of some 50 Secret Service personnel was held at the fire station. Telephone company crews worked on Communications equipment. The FAA set up their temporary tower on top of the airport fire station. Air Force came up from Colorado and made a low pass over the field. Marine helicopters made a practice run into the Park.

### Sunday, August 29

At 0900 another C-141 landed with more support equipment. At this time the tower began operations. At 1030 a Braniff DC-8 landed with press people. At 1230 Air Force I landed with President Ford and he departed on Marine 1. The President returned at 1530 on Marine 1 and departed on Air Force I. At 1730 the Braniff DC-8 took off. At 1830 a C-141 landed and loaded, then took off.

### Monday, August 30

Two C-141 transports landed, loaded support equipment and took off for Washington, D.C. The Marine helicopters departed to return to Virginia.



Air Force I at Yellowstone Airport August 29.



U.S. Air Force C-141 bringing supplies for the presidential visit to Yellowstone Park August 29.

(Continued from Page 1)

instrument and CFII. He was raised on a ranch at Hysham where he lived until he founded Yellowstone Air Service. Bill is active in the Lions, Montana Aviation Trades Association, Toastmasters, National Aerial Applicators Association, and Aircraft Owners and Pilots Association. His favorite hobby is hunting. Bill and Erma have two daughters and four sons.

Russell's ratings include commercial, SEL, MEL and rotorcraft. He manages the Livingston branch where he engages in air taxi operations, air ag, aircraft storage and sells 80/87 and 100/130 fuel. Russell resides in Livingston with his wife Joan.

Justin has his commercial rating as well as SEL and rotorcraft and is an A&P mechanic. He lives in Big Timber and is unmarried.

Allen Rickman, A&P mechanic also works at the Big Timber facility.

The grand opening of the new facility at Big Timber was held in conjunction with the celebration of Bill and Erma's 28th wedding anniversary. Dean Noble, Sales Manager for Cessna Ag Aircraft from Wichita and his wife came in for the grand opening, as well as Mel Sellens, Area Ag Aircraft Representative.





Bill Ferguson, wife Erma and family, being congratulated by Mel Sellers, Cessna Ag Aircraft representative on the grand opening of the new facility at Yellowstone Air Service.



Bill Ferguson in front of his 1940 Lockheed 12A.



Celebrating the 28th wedding anniversary of Bill and Erma Ferguson are: Left to right, front row: Joan, Erma, Bill and Scott Ferguson. Back row: Russell, Doug and Justin Ferguson.



Participants at Big Sky Airport Fly-In and Buffalo Boats



Yellowstone Air Service, Big Timber.



que, July 25.



Skydiver coming down at Big Sky Airport, Ennis, July 25.



Canadian Air Force flight demonstration team from Moose Jaw standing in front of their Tudor at the Glasgow Fly-In, August 7 and 8.



Montana Flying Farmer members at the Big Sky Airport Fly-In at Ennis, July 25.



Art Scholl in front of his Super Chimpunk at the Glasgow MPA Fly-In, August 7 and 8.



Rock bank playing in unfinished hangar, Big Sky Airport, Ennis fly-in.



## OF BIRDS AND HELICOPTERS

By: DAVID C. KNEEDLER, Chief  
Airport/Airways Bureau

I know the problems of birds nesting in hangers is all too familiar to many of you. And for those who have not had this delightful experience first hand it doesn't take much imagination to understand the problems caused. In our travels around the state we have not only seen the problem many, many places but have observed every conceivable solution ranging from poisoning to shooting to scarecrows.

A relatively new and reportedly effective scheme uses an electrically operated transmitter which emits scientifically designed sounds to jam and disrupt the birds hearing processes while simultaneously presenting to the bird elements of natural alarm signals. It seems to be a clean harmless way to get rid of your bird problems. Here is the address:

Av-Alarm Corporation  
960 North San Antonio Road  
Suite 170  
Los Altos, CA 94022

On a different subject many of you may know that in about 1966 we initiated a new program at the Aeronautics Commission designed to promote aviation through its value to

the emergency medical services field. Since then the main thrust of this program has been the encouragement of hospital heliport construction to enhance the transportation-by-air of medical emergencies, supplies, and personnel. To date we have been involved in varying degrees in the planning and/or construction of 19 heliports in Montana and we were therefore very interested in the following newspaper article which was taken from the Weekly News in Kalispell.

"JET COPTER RESCUE. There's no doubt in the mind of doctors that Guy D. Sears, 25, of Havre, is still alive because of the first nighttime evacuation by jet helicopter from an accident scene. Sears was critically injured when he lost control of his motorcycle at the Java underpass of the Burlington Northern at 12:30 a.m. Saturday.

The machine went more than 150 feet out of control and rolling, throwing Sears from it into adjacent rock walls when he incurred a skull fracture and a sub-dural hematoma. Glacier Park Rangers and the Montana Highway Patrol blocked U.S. 2 and lit fusees to

give the helicopter a landing site. He reached the Kalispell Regional Hospital 21 minutes after the evacuation flight started where his condition was stabilized and he was then flown on to St. Patrick Hospital at Missoula for specialized treatment.

Attending physicians noted if Sears had been brought to the hospital by conventional means, he very likely would have died before he could have received adequate medical treatment."

One more example of aviation's value in every part of our lives. It's much, much more than a mere "rich man's toy."

## AVIATION EDUCATION

By SAM GRIGGS, Supervisor

Garth Hull, NASA Educational Programs Chief, provided a conference telephone call including the two curriculum directors in Billings, and me, to discuss an accredited workshop to be held by Eastern Montana College. Teachers will meet in the evening for classes three or four times weekly for two weeks. During the day NASA's instructor, Bill Horvath, will work in the classrooms with the teachers concerned. The workshop is in conjunction with NASA's Spacemobile tour through the southern half of Montana, from September 23 to November 12. The NASA lecturer will spend one day at Crow Agency, Hardin.

On August 20, I combined a chartered trip to Whitefish with an appointment with the Superintendent of Whitefish schools, Mr. Rus Giesy. I provided him with copies of the teachers handbook and he gave me names of teachers already working on some aspects of aerospace education.

August 30 and 31, I flew four of a party of 50 people from the Office of the Superintendent of Public Instruction to Glendive and Wolf Point, and September 2 and 3 we went to Lewistown and Havre. These state sponsored workshops were held in the respective high schools with 400 to 600 teachers attendees.

I had the opportunity to set up a booth and show our aviation materials and discuss our program. I talked to many interested teachers, handed out teacher handbooks to different schools in the areas, and passed out free literature.

## FEDERAL AVIATION ADMINISTRATION ITNERARY LISTINGS

One or more inspectors will be at the following airports on the date specified for the purpose of written examinations, flight tests and aircraft inspections. APPOINTMENTS FOR THESE SERVICES MUST BE REQUESTED A WEEK IN ADVANCE TO ALLOW FOR SCHEDULING OF INSPECTORS.

WRITTEN TESTS: APPLICANTS FOR WRITTEN TESTS MUST MAKE AN APPOINTMENT AS INDICATED ABOVE. Examinations will begin at 8:00 a.m.; no applicants will be accepted after 9:00 a.m. Applicants must present written evidence of satisfactory completion of ground or home study course required by FAR Part 61 for the certificate or rating sought signed by a flight or ground instructor or graduation certificate from an approved course.

FLIGHT TESTS: Properly certificated aircraft with aircraft log books and required documents must be presented for all aircraft used for flight tests.

Airport managers and operators are encouraged to advise the General Aviation District Office of anticipated work load prior to itinerary dates to assure adequate inspector personnel coverage. Scheduling of visits other than those listed will be made commensurate with work load and availability.

Airport	Oct.	Nov.	Dec
Bozeman, Gallatin Field ....	20		15
Glasgow, Municipal.....	5	2	7
Great Falls, International...	6		1
Havre, City/County .....		3	
Kalispell, International.....		17	
Miles City, Municipal .....	19	16	21
Missoula, Johnson-Bell .....	13	10	8

## GAME SCOUTING

By: DALE UPPINGHOUSE  
Accident Prevention Specialist,  
RM GADO 1

Some years we get by without a fatal game scouting accident in Montana. The following factors are involved in these accidents:

1. A strong desire by a small group of hunters to get the jump on the other hunters by knowing the whereabouts of deer or elk.

2. One person in this group who is a hunter first and a pilot second. (In most cases he will be marginally current in the airplane.)



3. An airplane (usually four-place) with 125 to 250 horsepower. Usually, the airplane is a good airplane for normal use, but totally unsuited for quick turns and fast climbs at altitude.

Now we place three or four hunters in the airplane and head for the high country. (Chances are about 50-50 at this point that there will be a fatal accident.)

At first the pilot stays a bit high, but his companions want a closer look and he decides to drop down for a better look. (Odds on the accident are now 60-40.)

One of the hunters sees something in the timber and the pilot is persuaded to turn up a draw. (Odds on the accident are now 80-20.)

Like we said, sometimes we beat the odds. Not often.

## CONGRATULATIONS



### FFA CERTIFICATES ISSUED RECENTLY TO PILOTS STUDENT

Warren William Stam, Great Falls  
Gordon A. McFetters, Bozeman  
(Glider)

John A. Winnie, Kila (Glider)  
Frank A. Thompson, Victor  
Jan T. Phillips, Inverness  
Kim G. Robinson, Highwood  
Donald L. Jones, Helena

Mark E. Fairchild, Malmstrom AFB  
Richard C. Tizzano, Billings (Hot Air  
Balloon)

Ernest J. Kindt, Butte  
David S. Smith, Ennis (Glider Only)

#### PRIVATE

Lonnie G. Schott, Great Falls  
Lee E. Burrington, Helena  
Franklin L. Jeys, Cascade  
Ramon C. Crocker, Helena  
Dennis R. Lawrence, Helena  
John F. Lutz, Butte  
Barry E. Jaeger, Bloomington, MN  
(Glider)

Robert F. Olsen, Kalispell  
David A. Bright, Kalispell  
Terry L. Brown, Bozeman  
Robert L. Tipp, Marina Del Rey, CA  
Candace A. Atkinson, Missoula  
Leon H. Smit, Manhattan  
Marvin T. Wheeler, Missoula  
Lawrence A. Bennett, Corpus Christi,  
TX

Michael W. Arensmeyer, Choteau  
Nicholas L. Cebulski, Malta  
William P. Emge, Helena  
Michael B. McGonigal, Helena  
Joel N. Ottun, Big Horn  
Ila Vernel Wagner, Big Timber  
Wayne G. Meyer, Billings  
James C. Anderson, Billings  
John J. Fradet, Corvallis, OR  
Marsha H. Exley, Absarokee  
Kenneth G. Reick, Butte  
John E. Weidenaar, Billings  
Vernie Jacobsen, Baker  
Gene D. Delaney, Sidney  
John J. Prevost, Lambert  
James D. Wilcoxon, Four Buttes  
Dale C. Hanrahan, Scobey  
Charles G. Hay, Scobey  
John L. Hentz, Hinsdale  
Linda D. Homme, Sidney  
Keith C. Fenstermaker,  
Salt Lake City, UT

David M. Taylor, Glasgow  
Harold L. Grendal, Scobey  
Andy Johnson, Plentywood  
Edwin J. Buechler, Glasgow  
Michael Coolidge, Billings  
Terry A. Bullis, Hardin  
James R. Smith, Billings  
T. J. Bliss, Sand Springs  
Larry F. Morken, Billings  
Jack A. Rahn, Lewistown  
Eileen Anne Wilcoxon, Four Buttes  
William L. Allison, Powerville  
George J. Birtic, Baker  
Donald P. Beck, Billings  
Don E. Weamer, Forsyth  
Steven W. Hubner, Ennis  
Leo W. Shellerud, Richland

Tom H. Miller, Brockton  
Marvin R. Johnson, Sidney  
Bennett O. Folstad, Sidney  
Edward L. Burns, Cartwright, ND  
Betty A. Sweeting, Frazer  
Steven M. Reesor, Lewistown  
Clarence J. Weinheimer, Moore  
Fred D. Lark, Lewistown  
John L. Weber, Billings  
Calvin C. Spencer, Billings  
Jack D. Reeder, Alberta, Canada  
William C. Cook, Alberta  
Canada

Gerald W. Mitchinson, Alberta,  
Canada

Herman L. Shick, Lodge Grass  
John R. Stensland, Wolf Point  
Rick L. Jansma, Billings  
Nick Lance Mallas, Ennis  
Jerry J. Gate, Billings  
Roy A. Johnson, Glasgow  
Walter G. Daley, Nashua  
Gerhardt G. Sauskojus, Richland  
Heather S. Noel, Hobson  
Daniel A. Young, Sandpoint, ID

Jerry R. Kimmel, Choteau  
Edward J. Snider, Harlem  
Clinton W. Rouse, Dillon  
Robert E. Lefever, Butte  
Frank A. Thompson, Victor  
Paul D. Engle, Kalispell  
Kenneth J. Iverson, Missoula  
Paul L. Waldvogel, St. Ignatius  
Neil S. Cadwell, Bozeman  
Stanley W. Kimmel, Choteau  
Daniel A. Rinder, Missoula  
Donat Andreas Brian, Bern,  
Switzerland

Andrew A. Jordan, Choteau  
Richard L. Remillard, Dillon  
Michael E. Kahoe, Philipsburg  
Ben B. Spinler, Hingham  
Michael D. Jones, Butte  
Barry L. Adkins, Kalispell  
Mark Z. Liebsch, Bozeman  
Edwin E. Ballach, Three Forks  
Roy A. Foster, Bozeman  
Mark F. Meyer, Rapid City, SD  
Wanda N. Breum, Havre  
James A. Walker, Great Falls  
Warren W. Stam, Great Falls  
Gregory T. Hanawalt, Great Falls  
Ronald E. Reichert, Haines, Alaska  
David B. Stevens, Denver, CO  
Jan T. Phillips, Inverness  
James R. Sprunger, Whitefish  
Mark Alden Roberts, Bozeman  
Henry Allen Alme, Cut Bank  
Norbert L. Kern, Bozeman  
Allan J. Wagner, Bozeman  
Darral S. Payne, Bozeman  
Scott C. Lay, Bend, OR  
Marvin W. Walchuk, Ronan  
Randall A. Lamphere, Polson  
Albert J. Courville, St. Ignatius  
Richard J. Cook, Plains  
Tedd A. Peterson, Great Falls  
Claude R. Parks, Anaconda  
Raymond C. Lipp, Hingham  
Mark A. Brady, Hamilton  
Bruce A. Wright, Wolf Point  
Elisabeth J. Lembke, Westport, CT  
Michael C. Palmer, Great Falls  
Richard J. Weitz, White Sulphur  
Springs

Jacob T. Prevss, Great Falls  
Gordon Moes, Big Sandy  
Glen B. Jensen, Bengough, Sask.  
Steven C. Bell, Glasgow  
James E. Strother, Miles City  
Richard A. Furniss, Moscow, ID  
Raymond J. Erickson, Florence  
Richard J. Brady, Kalispell  
Clyde H. Fredrickson, III, Polson  
Duane D. Grimes, Harrison  
Kenneth R. Inabnit, Ledger

#### COMMERCIAL

Richard K. Williams, Redlands, CA  
Mary E. Fennessy, Libby



### COMMERCIAL

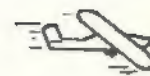
Wayne D. Lechner, Powell, WY  
Janis M. Thomason, Glasgow  
Fredrick D. Draker, Ontario  
Raymond M. Vouriot, Sask.  
William T. Dawson, Kalispell  
William A. Wilson, Dillon  
Jeffrey B. McCanally, Bozeman  
Howard S. Hash, Whitefish  
Leon E. Nelson, Bigfork  
Terry N. Anderson, Kalispell  
Carl C. Cantonwine, Banner, WY  
Michael M. Long, Buffalo, WY  
Lawrence J. West, Billings

### MULTI-ENGINE

Walter W. Darran, Jr., Sonora, CA  
(DC-B26)  
Robert W. Chestnut, Corte Madera,  
CA (DC-B26)  
Donald F. Kampfe, Billings  
Kerry N. David, Great Falls  
Craig L. Manley, Ennis  
Kenneth B. Porter, Bigfork  
William J. Hosmer, Missoula

### INSTRUMENT

Michael M. Long, Buffalo, WY  
Lawrence G. Nelson, Helena  
Bruce A. Erickson, Livingston  
Virgil D. Clark, Anaconda  
Raymond B. Kinney, Missoula  
Richard H. Grover, Missoula  
Perry A. Scheidecker, Red Lodge  
Harold J. Cross, Kalispell  
William J. Hosmer, Missoula  
Robert L. Groom, Libby  
Lars E. Larsson, Missoula  
Bill A. Brosz, Great Falls  
Ronald A. Rudnick, Missoula  
Larry A. Bunkowske, Helena  
Dennis H. Giulio, Boulder  
William A. Rogers, Great Falls  
D. Frank Kampfe, Billings  
Richard H. Mutterer, Glasgow  
Carl C. Cantonwine, Banner, WY  
Michael Long, Buffalo, WY  
Thomas A. Gibson, Billings  
Wilbur R. Jackson, Polson



## CALENDAR

**September 24**—Montana Aeronautics Board Meeting, Helena.

**October 15-16**—Montana Flying Farmers Convention, Yogo Inn, Lewistown.

**October 8-9**—Washington Flying Farmers Convention, Fairmont Hot Springs.

**October 15-16**—Flying Farmer Convention, Lloydminster, Saskatchewan, Canada.

**October 18-22**—National Association of State Aviation Officials, Annual Convention, Omni International Hotel, Norfolk, Virginia.

**November 19**—Montana Aeronautics Board Meeting, Helena.

### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

**PURPOSE:**—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



P. O. Box 5178

Helena, Montana 59601

SEPTEMBER, 1976

Second-Class  
Postage Paid at  
Helena, Mont. 59601